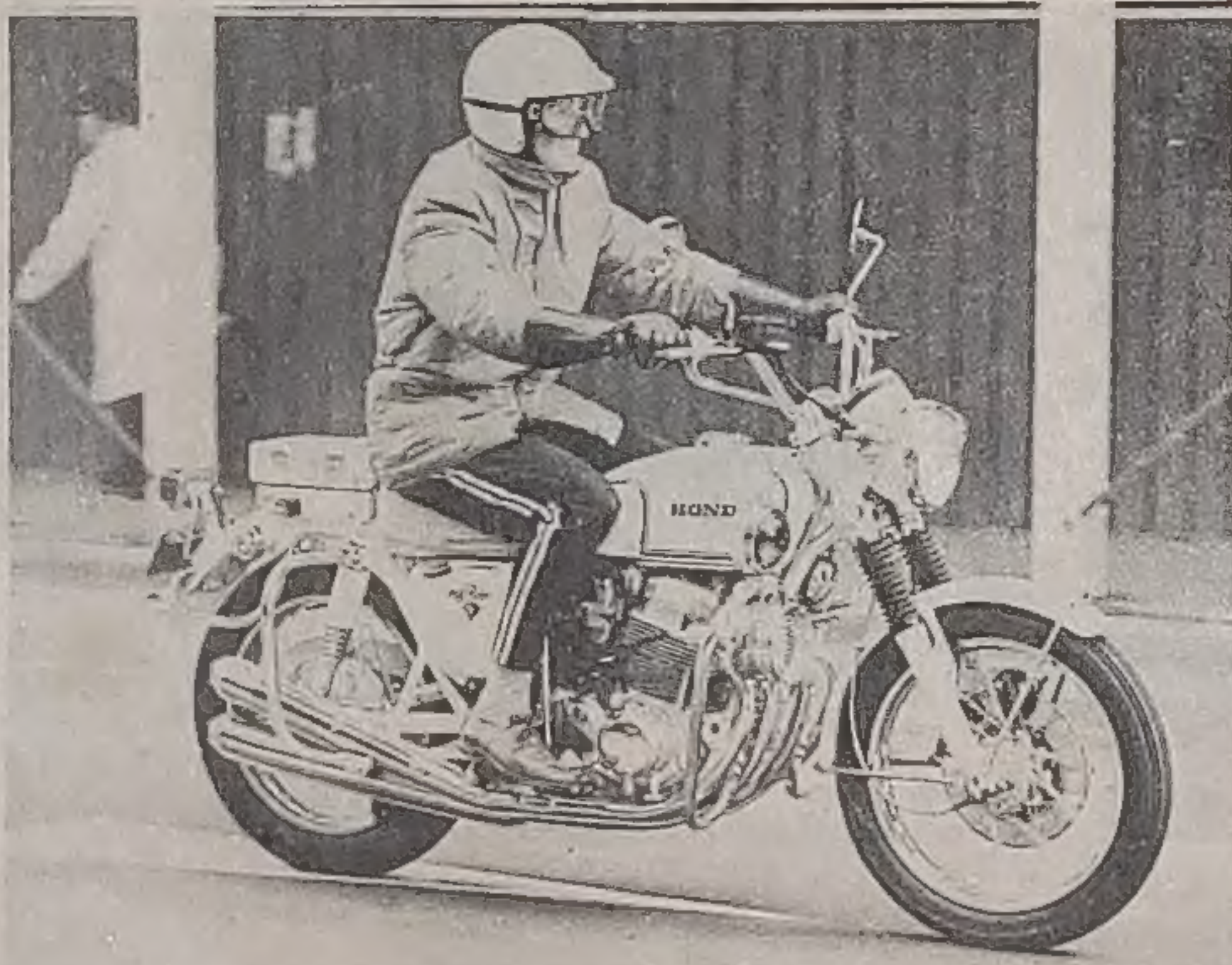


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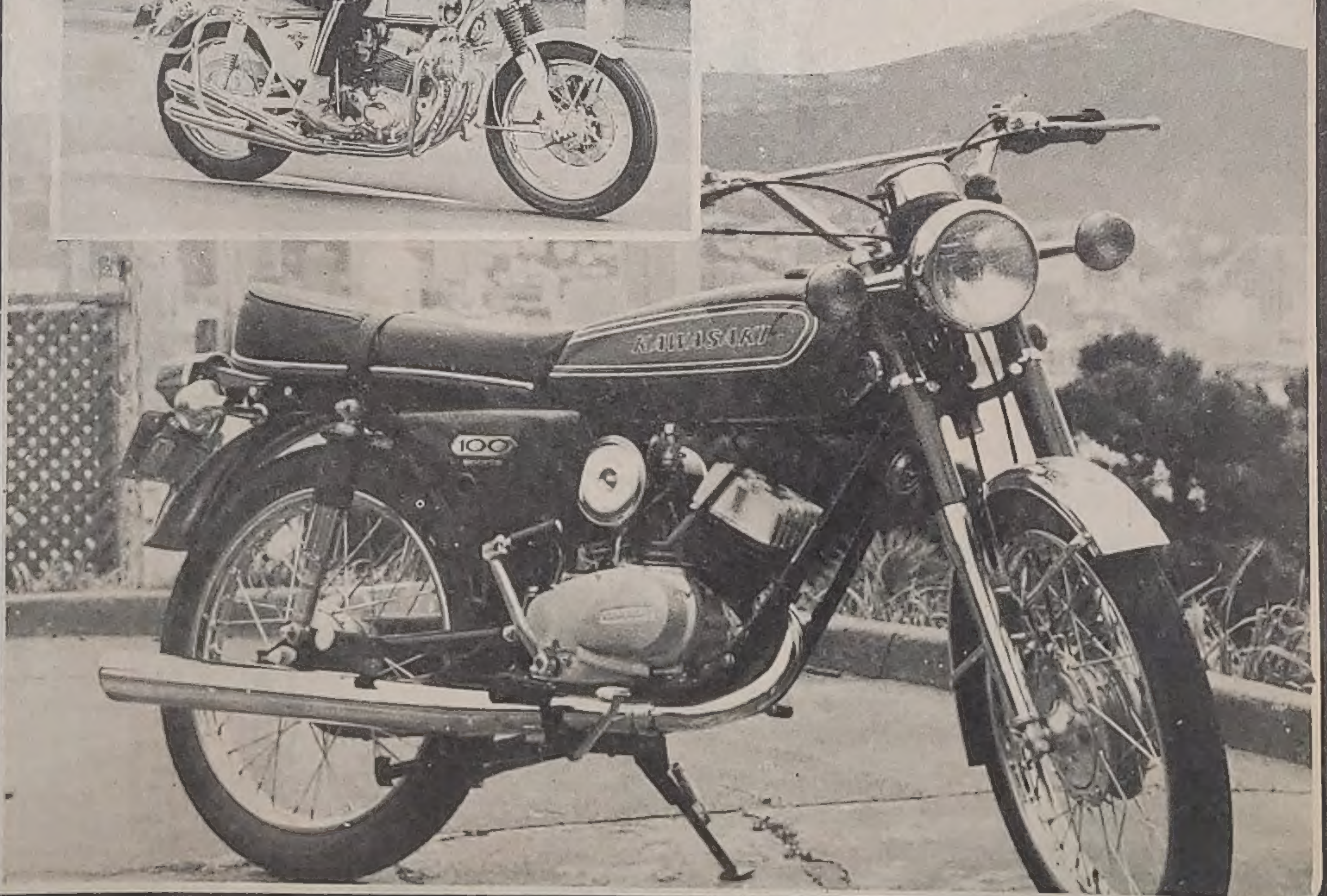
NEW
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MOTORCYCLE NEWS



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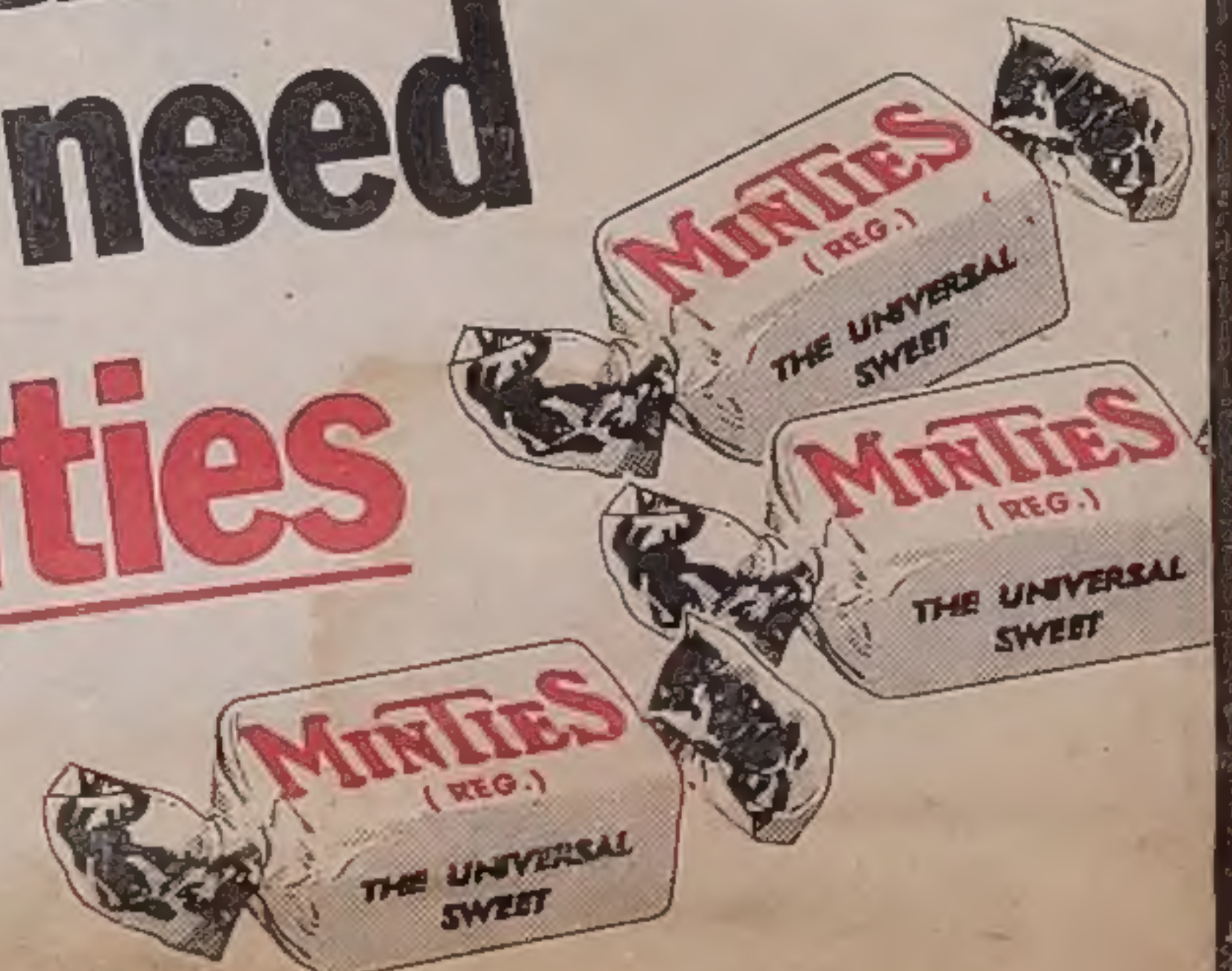
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AVANT JOINS LEVIS ROAD RACE TEAM

Christchurch road race star Stuart Avant will campaign under the Levis team banner this season.

The talented 20 year old former national 350cc champion was not available for comment when it was announced by Levis that they would be sponsoring Avant but there can be no doubt that assistance from — Levis will be of great benefit to him.



Last season, Avant was one of the stars of the Marlboro series, coming second overall at the Bay Park round and third overall at Ruapuna Park on his Yamaha TZ 700. In addition, he is well known for his stunt riding exploits and demonstrations of machine control.

Avant joins the Christchurch Boote brothers John and Gary, in Team Levis although confirmation of John's continued member-

ship has yet to be received — from John, that is.

Levis are keen to retain John, whose globetrotting has carried the Levis name to circuits all over the world, but his recent travels have led to problems of communication.

EXPANDING

"We've had a very successful association with the Boote brothers", said Elizabeth Ramsay, Levis' promotions officer. "We were looking to expand the team — Stuart Avant fills the bill nicely."

The trio will make a formidable team on the circuits this season. The Boote's have been keeping themselves busy racing overseas during the New Zealand off-season and will be in peak form for the start of the 75/76 season. While John has been hopping from Australia to USA to Europe, younger brother Gary has been making an impression on the South East Asian circuits. He won the Penang GP against local opposition and then won a 15-lap open class event at the Selangor GP on his Yamaha TZ 750. He was challenging Indonesian Suzuki 500 rider Bambang Sudarsono for the lead in the 50-lap GP itself when a bolt in his rear wheel broke on the 18th lap.

Champion To Sponsor Trials Series

Champion Spark Plugs have confirmed that they will sponsor the 1976 New Zealand/Australia Trials Series next May. To be called "The Champion Spark Plugs Trans Tasman Trial Series", it will begin in Wellington on May 8, move on to Palmerston North the following day, travel up to Thames for the third round on May 15 and will wind up in Hamilton on May 16.

Champion will pay air fares for three Australian riders and will provide 150 souvenir tee shirts as well as helping in other ways. The company is looking to diversify its sporting interests, this being the first step into other fields. Enquiries are presently being made to determine whether it would be possible to incorporate two rounds of the national trials championship within the series — one each week end at either Wellington or Palmerston North and Thames or Hamilton.



Southerner Alan Bryce aviates the front wheel of his Suzuki RM 125 during the Marlborough club's Peter Brown Memorial moto cross. Bryce came third equal in the Pall Mall championships earlier this year, riding a Honda CR 125. His new Suzuki RM was one of four seen at the Marlborough meeting.

NEW YAMAHA MARKETING COMPANY FOR N.Z.

—The marketing and distribution of Yamaha motor cycles in New Zealand will be undertaken by a new company as from October 1.

The new company, yet to be named, is a joint venture between the present Yamaha importers, W.White (Wholesale) Ltd, of Auckland, and Moller Holdings Ltd, of New Plymouth, in association with the Yamaha Motor Corp. of Japan.

It will be responsible for marketing strategy as well as the importing and distribution of Yamaha's and will have its head office in New Plymouth, although the

Managing Director of W.White (Wholesale) Ltd, Mr W.White, will be the Chairman of Directors of the new company. Regional offices are expected to be established in Auckland and in the South Island.

While the Moller organisation itself will not be directly involved in retailing Yamaha's, it will assist the new company in the strengthening and development of the existing dealer network.

Moller Holdings have considerable experience in the motor trade, having imported various makes of cars from Japan and Europe for distribution in New Zealand.

White's will continue to be actively involved in the retailing of Yamaha's.

The pooling of resources between Moller's and White's is expected to be advantageous to the public and to the retailers, with the obvious aim of increasing Yamaha's share of the motor cycle sales market.

One important change to the present structure is that the supply of spare parts for

Yamaha's will be computer-controlled from New Plymouth.



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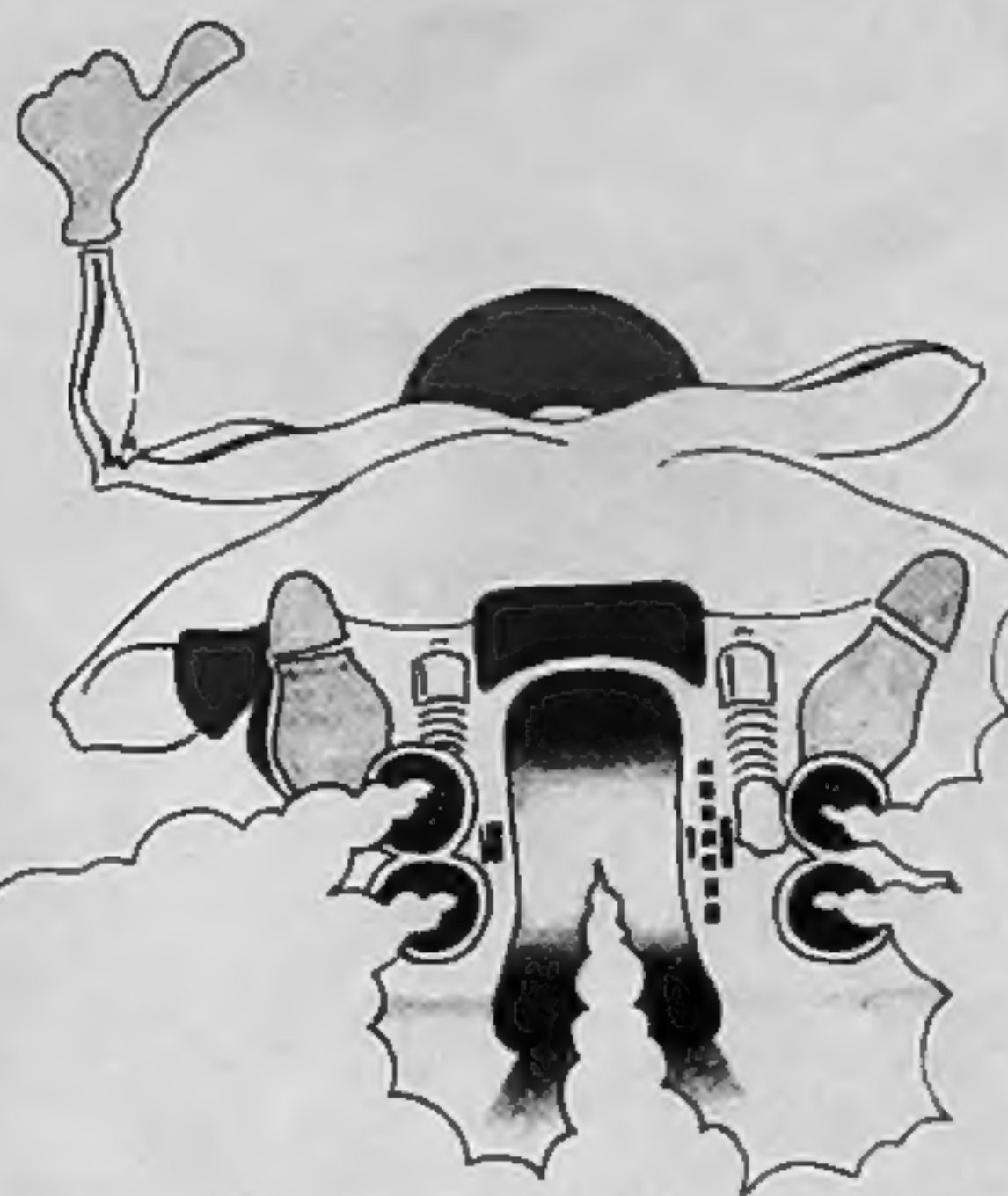
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SOUND OFF

It has come to my attention that the Ministry of Transport is preparing to launch a big advertising campaign to revive flagging interest in Defensive Driving courses, and that the Ministry would like 20,000 more drivers to attend these courses before Christmas.

While Defensive Driving courses are undoubtedly of considerable value - to individual drivers and to the public at large - it could be said that motor cyclists are required to drive defensively as a matter of course and that the saying "You have to assume that every other driver on the road is an idiot" is particularly heeded by them.

Most motor cyclists recognise the fact that they have to be more aware of their surroundings - of the slippery road markings, of the approaching intersection or of the guy who's just about to open the door of his parked car - but it certainly wouldn't do any harm for some of us to attend either a Defensive Driving course or one of the specialist courses for motor cyclists which can be found in various parts of the country.

But what I'd like to see, instead of a big campaign to attract more voluntary applicants - who are likely to be pretty responsible sorts to begin with, is a tightening up of the practical side of obtaining a licence in the first place. To make sure everybody is aware of the art of defensive driving.

Certainly, there are problems arising from this - time, manpower and cost - and there's the unpalatable aspect for some people of being forced to undergo something which might not be necessary. But making sure that people are at least competent drivers and riders won't infringe on personal liberty. One might even find that restrictive road legislation is unnecessary.
EDITOR.

calendar

SEPTEMBER

- 27 NZ Junior TT at Castrol road races, Pukekohe (Auckland club); Whangarei club's hill climb; Marlborough club's flying ¼, Waihopi Valley. NZ Open and S.I. 350 road hill climb champs, Otago club.
- 28 North Shore club's enduro at Riverhead; Hamilton club's trial, inc. Waikato B-grade series. Marlborough club's mx; Wanganui club's mx; Hawkes Bay club's trial; Corsair club's trial; Ixion club's trial; Manawatu Orion club's Min TT.

OCTOBER

- 4 Auckland club's beach races at Muriwai; Orehunga club's Gold Star mx at Helensville; CHB club's Min TT; Canterbury club's road races at Ruapuna.
- 5 Orehunga club's Gold Star mx at Helensville; Thames club's trial (Waikato B-grade series); Nelson club's Scott trial; 4th round CD trials champs (HB club); Pioneer club's trial, Rapaki; Hutt Valley club's combined road races at Levin; Rotorua club's 2 Hour mx at Atiamuri.

Managing Editor: David Hall
Editor: Bob Northrop
Art Director: Peter Bonner
Artist: Kevin Shaw
Editorial Advisor: Rod Dew
Advertising Manager: Tony Pilalis
Business Manager: Ross Quaid
Contributors: Roger Kirby, David Pardon (Auckland); Roy Long (Hamilton); Craig Bates (Taranaki); Peter Brittenden, Roger Moroney (Hawkes Bay); Bob Stevenson, Andrew Buchanan, Martin Stewart (Wellington); Brian Hopping, Paul Harrington (Christchurch); Mike Esdaile (Dunedin).

Offices:
Wellington: 44 Webb Street,
P.O. Box 883,

**NEW PHONE
NO. 850-538**

Auckland: 502-787

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SHABBY TREATMENT

Sir,
Although on the whole I like and enjoy your publication I have one gripe, stemming from your August 6 Issue.

Here in Hawkes Bay we have some very good riders of national standard, both in trials and in motocross.

After reading your article on the national trial champs at Palmerston North I felt that one of the riders namely Paul Symons, had been treated pretty shabbily. Paul, who got a fine second place, got less journalistic attention than Paul Swift, who came fourth. This has happened before to some of our top motocross riders. What gives?

I know Hawkes Bay is, to Wellington, a motorcyclist's back-water and maybe a little bit 'country-cousinish' but "buddy can't you spare a line" (or two)?

Richard Matthews
Napier

I think you'll find if you re-read the article that Paul Symons was given due recognition of his fine performance. Your comments regarding lack of attention by NZMCN to riders from your area may have an element of truth but I can assure you we make every endeavour to be fair and objective in our reports.
Editor

OVERSEAS RESULTS

Sir,
Enclosed is a cheque for \$6, subscription for one year. I enjoy your magazine and think it is the best to come from New Zealand yet. Would it be possible to publish the results of European and American road racing Grand Prix?

P.V. Daws
Clevedon

In the past we have deliberately avoided running stories from overseas, preferring to keep the local 'flavour' of the mag. But your request is certainly worth bearing in mind.
Editor

GT 185 TEST?

Sir,
Could you, or are you planning to do, a road test on the Suzuki GT185L in the near future? I have been interested in this great little bike for some time and think it is great value for money but I would like to know a bit more about it before making the big decision. I have seen comprehensive tests on every Suzuki GT except the 185.

I get NZMCN every issue



and would be very appreciative if a test could be arranged.

D. Gunter, Auckland

Sorry, at this stage I cannot say when or if we will be testing the GT 185.
Editor.

TE AWAMUTU M/C CLUB

Sir,
Please find enclosed my cheque for \$6.00 as sub on Motor Cycle news.

Here at Te Awamutu we are in the process of forming a Te Awamutu Motorcycle club and within a month of the decision to go ahead have over 50 paid up members, mostly interested in trail riding although I myself am just in it for the betterment of Motorcycling in general.

As for your magazine, I feel it is a much needed publication and apart from the spelling at times is good.

G.W. Sinclair,
Pukeatua

TOO MANY RIDERS IN HOSPITAL?

Sir,
I recently spent five months in hospital, four in Thames and one in Middlemore - due to playing ace the race and finding one too many tight corners at high speed. Result - smashed leg, much pain, and many operations.

While in hospital I noticed that many medical staff take a dour view of the two-wheeled fanatics. Mainly because they're a rightly bunch of nit-wits and a whole heap of trouble, according to them and sad to say, they're pretty right.

So let's stop hiding behind the statisticians. Cars or no cars, bikes are more dangerous, and when you go to hospital, behave, stay cool and co-operate. Just remember, a really sick person is waiting to get into that bed - a cancer case, heart attack, tumor and things like that. But they aren't there and they are suffering possibly because a motorcyclist is warming the bed instead.

Matthew Humphrey
Howick

I can't help feeling your letter is more an indictment of the health system than a condemnation of motor cyclists. What makes you think motor cyclists are any different to mountaineers, boaties, trampers, or any other group of people who are involved in a sport which involves an element of risk? Let's face it, there are an awful lot of people around who put their health on the line in one way or another, during their leisure time. Personally, I think there are far too many bike riders around who tend to apologise for being, or offer sound reasons why they should be, motor cyclists. We have just as much right as anyone to enjoy our pastime, profession, transport, or whatever else is motor cycling, and just as much right as anyone to take advantage of our health service. Naturally, I am concerned that there may be people who are not receiving the medical attention they need. But there is a lot more to the problem than crashed motor cyclists occupying hospital beds! - Editor.

SPEEDWAY SCHOOL

Sir,
A short time ago I read of a speedway school to be set up in Wellington by Ivan Mauger. A friend and I are very interested in this, but lack details. If possible could you please let me know any details you may have or any particulars pertaining to this.
N.Tonkin
Paremata

We don't have any definite information on this but we will look into it further and report through the magazine if anything turns up.
EDITOR.

CORRECTIONS

Sir,
I would like to correct a couple of minor errors in the NZMCN of 10.9.75. Firstly in the report of the Papakura club's trial the bank in section 7 which was mentioned was about 12" high, not 6ft. Secondly, clubs in the Northern trials group are Auckland, North Shore, Orehunga, Papakura and Whangarei.
R.A. Kirby
MANUREWA



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7-11 KINGS CRES. LOWER HUTT PHONE 660-599



FLOOD TAKES AUST. 'MR. MOTO CROSS' TITLE- PLOEN FOURTH

Young Victorian Bultaco rider Gary Flood won \$4000 and a trip to the USA in a dramatic finish to the 1975 Golden Breed 'Mr Moto Cross' series at Amaroo Park, Sydney, on August 31.

Flood, riding a 250cc machine expertly tuned by his father, Bert, scored almost maximum points from the four heats of the final meeting to take the series by just eight points from Danish-born Per Klitland (Yamaha 400).

It was a day of mixed fortunes for Kiwi riders Peter Ploen and Brian Martin. Ploen, the New Zealand champion, was lying third before the meeting and after coming second to Flood in the first heat on his SUZUKI RN 400, it seemed he would at least consolidate his overall position. But a tangle during the second heat caused him to retire and he did not figure in the results of the remaining two vital heats. Nevertheless, he finished a creditable fourth overall in the series.

In addition, the national champion won an A-grade event and came second to Geoff Worrell in two 125cc events. Ploen's performances in the small capacity events were particularly creditable considering that Worrell was mounted one of the new Suzuki RM-S 125's while Ploen rode a stock TM 125.

New Zealand's 125cc champion John Gibbons, now domiciled in Australia, finished third on both occasions. He was also

riding an RM-S 125 Suzuki.

SECOND ON THE DAY

Lower Hutt's Brian Martin, no stranger to Australian circuits, rode well and consistently in the four main heats to come second overall on the day behind Flood. On a 400cc Malco formerly ridden by Klitland, Martin collected a third and three fourth places and conceded that he had "gone better this time".

"They made alterations to the track for this one — it was slower in parts" he said.

Klitland had come to the third and final round of the series with a commanding 24-point lead over Flood, but also suffering the after effects of a dislocated shoulder suffered five weeks previously. This slowed him down enough to enable Flood to whittle away his lead.

With only one six-lap heat remaining, Klitland was still eight points ahead and only had to finish third behind Flood to win the series. But he collided with a fallen rider on the first corner of the final heat and finished 11th.

Flood stormed into the lead of heat one ahead of Ploen and while Klitland tried unsuccessfully for the full six laps to get around the New Zealander, Flood



DUNSTALL SUZUKI 750

The three-cylinder, water-cooled Suzuki 750 has a wide reputation as a powerful tourer and the recent M series brings the model more into line as a sports/tourer. Britain's Paul Dunstall got to work on fittings to go along with the sporty look and the result is pictured above. Importers K.J. Rew of Wellington expect a shipment of Dunstall Suzuki stuff shortly.

continued to an untroubled victory.

The second and third heats were also taken by the flying Flood. Klitland and Mike Landman (Yamaha 400) followed him in the second heat while West Australian champion Graeme Smyth picked off Klitland at the last minute for second place in the third heat.

The melee which brought Klitland down in heat four

put Flood back in fifth place as he picked his way through fallen riders. But Smyth blasted around the pile of stricken machines with an incredible cornering line only inches from the top of the highly-banked first turn. He swept through to the lead and ran away with the race while Flood battled through to take second from Brian Martin.

Suzuki have already secured the 500 and 125cc world titles. Bauer was in with a chance to take the 250cc title but after retiring, exhausted, in the second leg of the previous round in Sweden, he needed to do well in Finland.

After the Finnish round, even Bauer's second place was in jeopardy. Only eight points separated him from Adolf Weil (Maico), Hans Maisch (Maico), and Hakan Andersson (Yamaha).

The Finnish round saw the return of reigning 250cc champion Gennady Moisseev (KTM) to the winner's circle after breaking his arm earlier in the season. He won the first leg from local ace Heikki Mikkola (Husqvarna) and Everts. But Mikkola was not eligible for 250cc points as he is a 500cc class contender so Everts took the points for second place.

Andersson and Torao Suzuki, also Yamaha mounted, headed off Mikkola in the second heat.

Results of the final round of the 250cc championships were not available as this issue went to press.

Everts and Puch take 250cc MX title

Suzuki's bid to take triple world moto cross crowns ended in Finland at the penultimate round of the 250cc championships. Belgian Harry Everts rode his works Puch to third and fourth places in Finland to secure the title while Suzuki's challenger Willie Bauer (West Germany) finished fifth in the first heat and retired from the second, thus losing any chance of winning the championship.

SWITZERS GOLDRUSH ENDURO

(SOUTHLAND MOTOR CYCLE CLUB)

Waikaia, Southland
October 26, 1975.

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ENTRY
FORM

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FORWARDED ON RECEIPT OF ENTRY

Name

Address

(Remember, it must be street legal)

Machine

I am a member of the m/c club

Signed

If under 20 years of age, parents or guardians signature

ton up Sheen

Barry Sheene, the 24-year old Suzuki works rider, became the first rider to lap Britain's Oulton Park circuit at more than 100mph (161km/h) recently.

Less than 24 hours after competing in the Czechoslovakian GP, Sheene set a lap record of 100.2mph for the 2.76 mile (4.4km) circuit. He had earlier unofficially broken the 100mph barrier in practice.

Sheene won both the 750 and 500cc races; in the 750cc race, only team mate Teppi Lansivuori managed to stay within a lap of him.

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World 350 & 500cc Road Race Titles Decided

Giacomo Agostini, the Italian multi world champion, finally broke the MV Agusta stranglehold on the World 500cc road race title by taking his Yamaha to second place in the Czechoslovakian GP in August.

MV's 17-year reign of the 500cc title ended, however, in a glory of sorts. Agostini only had to finish in the first seven to secure the title so he didn't produce any fireworks. But Phil Read, the MV champion, and the two Suzuki works riders Barry Sheene and Teppi Lansivuori put on a good show for the crowd.

Read led for the first few laps but then Sheene moved up and the two Brits battled wheel to wheel, the superior power of the Suzuki showing on the straights but Read's earling coming through on the corners.

Then Sheene's bike quit and Lansivuori moved up to do battle with Read.

Again, the Suzuki challenge

faded when Lansivuori was forced to retire with only a few laps remaining.

Read won, but Agostini came home more than a minute behind him to clinch the championship.

Venezuelan wonder boy Johnny Cecotto took the 350cc title from Agostini at the same meeting, even though neither rider figured in the results. Cecotto, riding a private Yamaha, seemed to have victory in Czechoslovakia in the bag as Agostini was a none starter.

He went immediately into the lead but had to retire a few laps later when his gear lever broke off. However, he has accumulated enough points to give him the title - at his first attempt - without having to contest the Yugosl-

av GP this month.

Harley Davidson's number two rider, Frenchman Michel Rougerie, made it a double for the Italian/American concern in the 250cc class championship by winning the 250cc race from Otto Buscherini (Yamaha). Walter Villa, the 250 champion, nursed his ailing H-D into 13th place.

TRIALS TITLE IN BALANCE

With three rounds remaining in the world trials championship, Britain's Malcolm Rathmell and Martin Lampkin were tied in the lead with 97 points each.

Lampkin (325cc Bultaco) won the Swedish round from Ulf Karlsson (310 Montesa) and Mick Andrews (250 Yamaha) to lift him up to joint leadership with Rathmell (310 Montesa), who could only manage eighth in Sweden.

Finland's Yrjo Vesterinen

(325 Bultaco) was lying third in the championships after the Swedish round, only 11 points behind the leaders. In the previous round, on his home ground, Vesterinen won while Suzuki sensation Nigel Birkett, of Britain, caused a stir by coming fifth and capturing his first championship points on his new 325 Suzuki.

Just to show it was no fluke, Birkett took sixth in Sweden.

NORTON-COSWORTH DEBUT

The new Norton Cosworth-powered racer is expected to make its race debut this month during the Thruxton 400-miler. Isle of Man stars Dave Croxford and Alex George, winners of the 1975 Production TT on the famous 'Slippery Sam' Trident, will probably pilot the machine.



**PUTTING ON
THE STYLE**

Above: We don't know who he is, but we like his style. Martin Stewart captured the action at a water-logged Hutt Valley club meeting at Wainuiomata recently.

COLD KIWI CAPERS

Cold, showery conditions put something of a dampener on the Ruapehu club's Fourth Cold Kiwi Rally, held 12 miles north of Waiouru on the Desert Road over the weekend of 30/31 August.

For the first time, the event was held without snow and the inclement weather probably accounted for the fact that only 280 of the 320 entries turned up.

Burst water pipes added to the problems and after club members had spent Friday 29 August setting up the site for the influx of bikes and riders, more midnight oil was burnt during the night to repair the plumbing.

Enthusiasts started arriving late Friday afternoon and with them came the few inevitable — and unwelcome — cars. The latter were turned away,

sometimes to the accompaniment of a few choice words.

The site began to fill up as people arrived on the Saturday, set up their tents and wandered around renewing friendships. Complaints were heard about the lack of events and after lunch a road run to Waiouru was organised. About 100 bikes took part in this, forming an impressive spectacle as they stretched out along the road with their headlights glistening in the rain.

Following the road run, a dirt track hill climb was held, a really sploshy patch near the summit providing

excellent entertainment until the evening meal was served.

The weather had cleared up by the time tea was finished. The bonfire was stoked up, the grog began to flow and tales — which became taller as the party extended into the wee hours — recalled.

On Sunday morning, Jack Horton organised a collection to aid Bert Munro in his speed attempts and \$80 was raised. After a disorganised breakfast everyone packed up and left for warmer climates.

To Mark Dawber and John Rice, of Christchurch, went the honour of being the 'furthest travelled'. The oldest bike ridden to the rally was a 1929 Harley Davidson.

PETER BROWN MEMORIAL MX



G.Kemp (Honda CR 125) and G.Fineran (Suzuki TM 250) in flight.

The Marlborough Motorcycle Club held its annual Peter Brown Memorial Trophy scramble on its Hogg Swamp circuit, 18 miles south of Blenheim, on the 7th September.

The meeting, which is held as a St. John Ambulance benefit meeting, had the prize money bumped up \$500 this year, a factor which attracted riders from all parts of the country.

About 85 riders turned up amongst them such well known names as Boyle, Goodfellow, Norris, Stapleton, and Carpenter. With such a good lineup of riders and a near ideal spectator circuit an exciting days racing was assured.

The first qualifying races got under way soon after lunch after a fairly eventful practice during which many riders were reminded of the track's - and their own - limits. One steep hilly section of the track was re-routed during practice due to the impossibly slippery conditions caused by a weeks rain prior to the meeting.

Southerner Graham Stapleton aboard his new KX 250 Kawasaki had what must have been the shortest race of his career when he was catapulted over the handlebars of his machine 300 yards after the start of his qualifying race. Stapleton, who the night before had badly injured his hand when an aerosol can blew up, was taken off to hospital (by St. John Ambulance) and was later discharged.

Most of the preliminary races were fairly straight forward with the track slowly turning into one continuous quagmire. And then came the rain - followed by hail just as the first trophy race was about to start.

Spectators were sent

scurrying to the safety of their cars and two local farmers were launched into action pulling stranded cars from the car park, a job which they were still doing at sundown. But still the bikes went on - the circuit now really greasy and a lot of hills requiring two or three attempts from many riders.

It was Boyle's day however with an easy win in his qualifying race and three wins in the three trophy races. The young Wellington rider and his RH 250 Suzuki tackled the mud and slush in effortless fashion -

being one of the few riders to stay on his machine all day.

Dunedin rider Gary Goodfellow (CR 250 Honda), making a comeback to scrambling after a long absence, was Boyle's only real threat, managing three second placings in the trophy races even though he lost a good 250 yards on Boyle in the last trophy race because of a spill down a very steep, slippery drop. Goodfellow won his early qualifying race and put on a good display of solid riding - throughout the day.

Third place in the trophy events went to Honda's Blair Carpenter and Suzuki's,

G. Udy both on 125cc machinery. Udy rode a new RM 125 Suzuki, one of four at the meeting, and the tiny yellow beast seemed to tackle the adverse conditions really well.

It was very interesting to compare the new RM's performances on various parts of the circuit with other TM 125 Suzukis. The RM's seemed to stick to the track a lot better (especially the bumpy climbs) and they seemed to have a much more flexible power band using less revs and gears.

Local Blenheim rider, Duncan McCallum (CR 250 Performance Centre Honda) had a very successful day

STORY AND PHOTOS

By NEIL FORBES

also, with an easy win in his preliminary heat

on his home track and a creditable third and fourth in the first two trophy races. In the last trophy race he was not placed, however, finding that his new mount, a CR125 Honda, cut back his hill climbing ability greatly.

Later on in the afternoon the clouds cleared and the many spectators still present were treated to some real mid winter mud scrambling bathed in beautiful Marlborough sunshine.

All in all it was a very successful meeting, spoiled a bit by the rain. But most people had a good day's outing-especially the St. John Ambulance Assn. who gained \$375.00 for the wonderful service they give the club throughout the year.

RESULTS: Peter Brown Memorial Trophy - P.Boyle, Suzuki RH 250, 36 points, 1; G.Goodfellow, Honda CR 250, 30, 2; G.Udy, Suzuki RM 125 and B. Carpenter, Honda CR 125, 20 points, 3 equal.

Race 1 (Qualifying) - Boyle, 1; G.Norris (Suzuki 400), 2; D. Frampton (Honda 250), 3.

Race 2 (Qualifying) - D. McCallum (Honda 250), 1; Udy, 2; G.Sword (Suzuki 250), 2; D. Porter (Suzuki 250), 3.

Race 3 (Qualifying) - Goodfellow 1; A.Bryce (Suzuki 125), 2; D. Porter (Suzuki 250), 3. **Race 4** (Repechage) - T.Paviell (Suzuki 125), 1; B.Heggum (Suzuki 400), 2; P.Doecke (Suzuki 250), 3.

Race 5 (1st leg) - Boyle, 1; Goodfellow, 2; Porter, 3. **Race 6** (Consolation) - B.Williams (Honda 125), 1; M.Dobson (Suzuki 125), 2; M. Bamford (Honda 250) 3.

Race 7 (2nd leg) - Boyle, 1; Goodfellow, 2; McCallum, 3. **Race 8** (Consolation) - Williams, 1; A. Bolwell (Honda 125), 2; R.Odering (Honda 125), 3. **Race 9** (3rd leg) - Boyle, 1; Goodfellow, 2; Carpenter, 3.

Undisputed master of the conditions - Peter Boyle (Suzuki RH 250)



ON PATROL...



...with a new HONDA CB-750P

by ROD DEW

If you want to make the biggest possible impact, ride a traffic patrol bike down the street dressed in casual riding gear. The reaction is better than if you raced down the main street at 90 miles an hour on a TZ750 Yamaha racer. Heads turn, people fall over themselves in the efforts to get out of the way and the traffic really behaves itself.

It seems that, even if you are not wearing accepted Transport Department clothing, people are still suspicious. We've heard of plain clothes car patrols so why not plain clothes cycle patrols?

Sounds ridiculous, doesn't it? But that is the only reasonable explanation I can come up with after testing the latest Honda CB-750P patrol bike.

A strange subject for a road test, you might think. Maybe it is, but it's interesting, too. It all came about when I was reporting the third round of the New Zealand trials championship at Little River, near Christchurch. Allan Oliver, the South Island supervisor of Blue Wing Honda, is a keen trialist so I decided to put the hard word on him for a burst on the Honda 1000 being displayed throughout the country.

Unfortunately, there was something missing from the giant Honda's internals which made this impossible. It seemed that all Honda's new models — the TL250 trials, 400 four and 500 twin — would not be available until November or thereabouts. We went our separate ways but my

words that I had tested practically every Honda on

Below: Special equipment adds 60 lbs to the weight of a standard CB 750.

the market evidently hit a nerve. A few days later, Mr Oliver rang me in my office and offered three patrol bikes — the CB360P, the CB-500P and the CB-750P — for testing.

I was a bit pushed for time and couldn't see how I could manage to do justice to all three so decided to

concentrate on the flagship of the patrol fleet, the mighty CB-750P four. After all, this was an opportunity too good to pass up altogether. I've always wondered what it felt like to ride round city streets on a very obviously police bike. Now I know. You get noticed, and how.



Thirty-seven of these special units were recently imported by Blue Wing Honda Limited, most of them going to the North Island.

STANDARD MOTOR

Contrary to what one might expect, the 736 c.c. overhead camshaft, four-cylinder engine is identical to that used in the normal CB-750 roadster. The only advantage in performance the patrol model will have over a standard machine will be a direct result of tuning and maintenance.

Actually, the patrol model, when it is fully equipped with windscreen and large pannier bags as well as other special equipment, could be easily out-paced by a standard machine. However, the engine — with 67 brake horsepower on tap at 8000 r.p.m. — is still capable of sending the patrol bike through a standing quarter-mile in less than 13 sec. Top speed is more than 100mph.

If there are a few motorcycles which can better this performance, there are even fewer cars. And it will be cars which riders of the patrol bike will be mainly concerned with.

The CB-750P is a little too heavy and cumbersome for city work — it tips the scales at 542lbs, 61lbs more than the standard roadster. But it is by no means unmanageable. It is clearly intended for patrol duty on the open road and here it comes into its own. It has rapid acceleration and the extra weight does not appear to adversely affect its handling at all.

One would expect the centre of gravity to be raised by such items as the siren, crash bars front and rear and the rear document case (complete with light). If it has been, it is impossible to detect.

HEAVY BIKE

During the test period, the patrol Honda displayed excellent road holding and the considerable weight of the bike was no problem when changing direction at speed. The suspension gave a firm but comfortable ride, absorbing irregularities in the road surface well.

The seat, although shortened to allow space for the document case, is supremely comfortable and the riding position ideal for a 6ft-rider.

The one thing which I disliked about the Honda was the limited slip clutch. This is designed to prevent strain on the transmission when accelerating from a standstill. But it took a lot of getting used to and certainly did not improve the performance of the machine.

The effect was rather like

getting a tow from somebody who had omitted to take up the slack in the tow rope before moving off.

The brakes, hydraulic disc at the front and internal expanding shoe unit at the rear, are efficient and fade free.

The rev counter on the standard Honda has been dispensed with and in its place is a large jewelled speedometer. The needle can be locked on any speed with the touch of a button on the left handlebar. Marked on the speedometer are the speed limits for each gear: 60 kilometres an hour for first, 90 for second, 120 for third, 150 for fourth and 170 for top.

The gearbox is the very smooth standard unit used on all large Hondas.

The mechanical siren is operated by a second lever on the left handlebar. No test of a patrol bike would be complete without trying the siren and the red flashing lights. A trip into the country was clearly called for and so, under the watchful eyes of one black and white cow and a flock of sheep, the warning equipment was operated. Not surprisingly, it was all rather an anti-climax. The siren sounds rather mellow from the rider's seat. And one cannot even see the flashing red lights. Obviously, they are intended to impress the traffic offender rather than the traffic officer.

Electric and kick starters are standard equipment.

Basically, the patrol machine is very similar in handling and performance to the standard model from which it is derived. It is a solid, dependable and fast machine with all the equipment the most demand of traffic officers could desire. Machines of this type are certain to be seen on New Zealand roads in increasing numbers before very long.

The test model was prepared by Holland's Motor-cycles Limited.

SPECS.

Specifications of the Honda CB-750P are:
Engine: overhead camshaft, four-cylinder four-stroke, **Capacity:** 736 c.c., **Bore and stroke:** 61 x 63 mm (2.40 x 2.48 in); **Compression ratio:** 9 to 1; **Carburettors:** four 28mm piston valve units; **Horsepower:** 67 at 8000 rpm; **Torque:** 6.1 kg-m (44 ft-lb) at 7000 rpm; **Acceleration:** standing start quarter-mile in 12.6 sec; **Starting:** electric and kick; **Clutch:** wet multi-disc; **Transmission:** five-speed; **Frame:** double cradle, tubular; **Length:** 88 in; **Width:** 36 in; **Height:** 46 in; **Wheelbase:** 57.3 in; **Turning Circle:** 16.4 ft; **Fuel capacity:** 17 litres (3.7 gallons); **Tyres:** 3.25-19 front and 4.00-18 rear; **Brakes:** 12 in front hydraulic unit and 7 in rear leading shoe unit; **Curb weight:** 248 kg (542lb).

Bikes on show at Trade Fair

Wellington's 18-day International Trade Fair held over August/September attracted more than 300,000 people from all parts of the country. And bikes were well represented, although Suzuki and Yamaha were notable by their absence. The Honda stand, set up by Sawyer Honda (Wgtn) and Honda City (Lower Hutt) had a full range on display, including the GL 1000 and an XL 125 trail - a pepped up version of the popular SL 125. Wellington's Kawasaki Centre stand featured the new KT 250 trials bike and KX 250 moto crosser with in the full display of current models.

versatility is trail honda



Right: Alpha Distributors' Jawa/CZ range was on display in the Czech division. Bottom: From Italy, the Benelli 750-6 displayed by Dalhoff and King. Jensen Motors of Auckland had the BMW 900s on show, tucked away in a corner of the German area and attracting more attention than the cars.



Pall Mall Bike

a sporty commute

If you still think that all small capacity commuter motor cycles are staid, purely practical, never-give-it-a-second-glance type forms of everyday transport, take another look at what's available today.

For those that want them, there are still the step-through's and pressed steel frame models on offer — and very popular they are, too — but if you're after something a little more exciting to go to work on, there are some excellent commuter/sports machines available.

The Kawasaki 100G7T stands out as a prime example of the breed. Sporty, attractive and every inch a true motor cycle, this peppy lightweight nevertheless possesses the virtues which appeal to the commuter — economy, dependability and convenience.

Kawasaki's public image isn't exactly one of 'a bike for the masses' although the introduction of the KZ 400 was a big step towards giving the marque a wider appeal. Right through the range, from the mighty Z1 900 to the smaller trail models such as the KS 125, the Kawasakis tend to make the heart pump a little faster, the imagination run a little wilder.

It's a mood which has been carefully fostered by the factory, who no doubt believe that motor cyclists are generally more adventurous than those who prefer to confine themselves in walls of steel as they choke up city streets during the rush hour or hide from the sun on their way to the beach.

The G7T reflects this image within its class, although in New Zealand the class is rather a mixed bag. As a 100cc single cylinder machine it competes for sales with Honda's CB 100, Suzuki's A80/A100 and Yamaha's

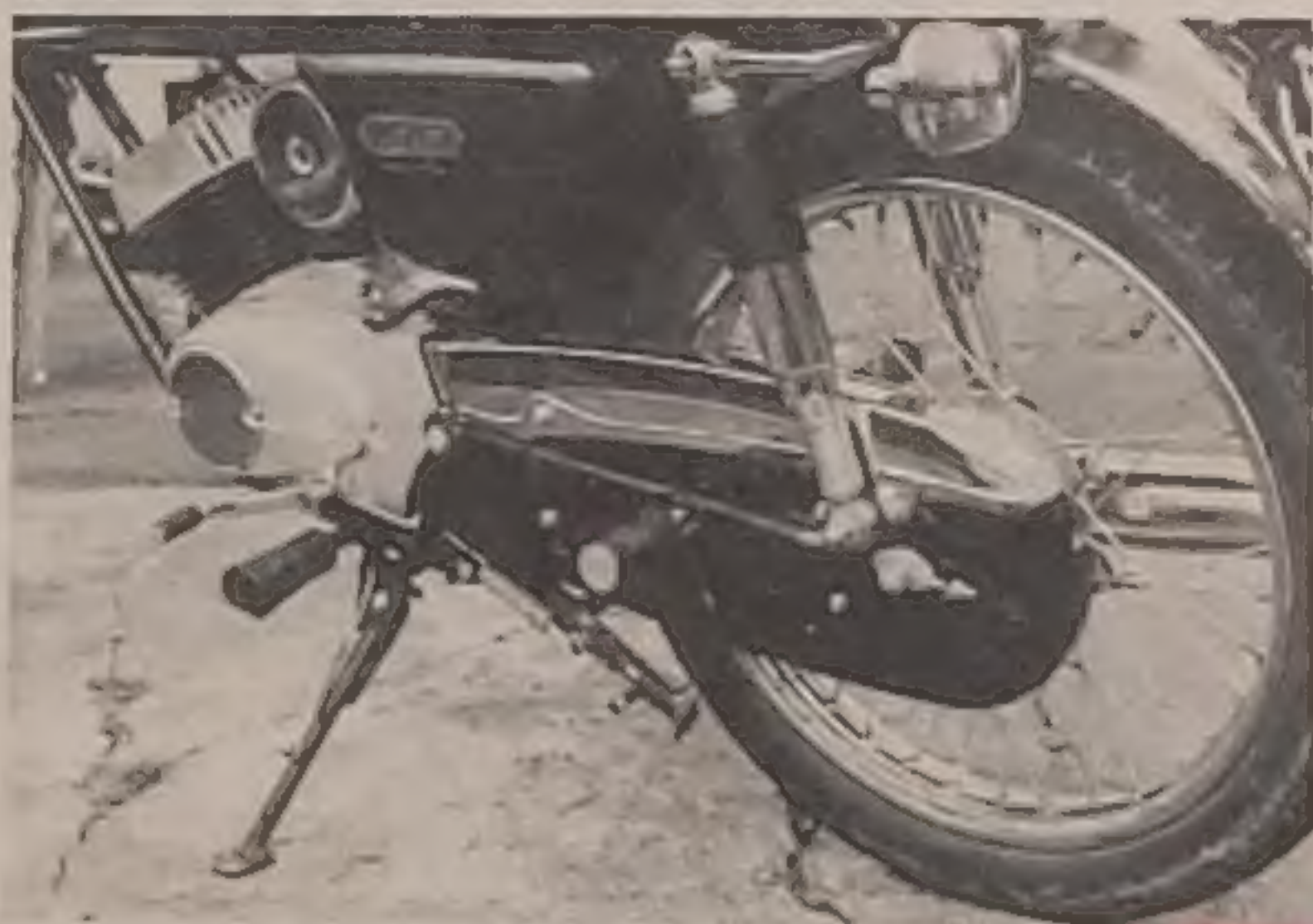
YB 100. These factories also market 125cc models which might also be considered competition.

SPORTY

Appearance-wise, the Kawasaki is the sportiest looking of the bunch. The bright red paintwork which

striping on the gas tank. The long seat and tank give it a lean look and the full twin-cradle pipe frame presents the bike as a scaled down version of its bigger brothers rather than as an oversized scooter.

Still, the fact remains that the G7T is competing for sales in the commuter market so its capabilities as a commuter machine should be examined.



Top: Carburettor is tucked away behind the engine side cover. Above: Useful chaincase is easily converted to a simple chain guard.

adorns the tank, side covers, rear shock covers, headlamp assembly and fork covers is first class and is well complemented by the striking black Kawasaki motif and pin

Economy of operation is an important consideration in assessing 'commuter-bility'. During the period of our test, the little Kwaka which we obtained through the Hutt Motorcycle Centre returned an average of 80 miles per gallon. Without elaborating on the issue too much we can say that this would be about the minimum one could expect. Under ordinary usage the figure is more likely to be around the 100 mpg mark.

Contrary to what is printed in the handbook, however, premium grade fuel is required, not regular. It seems the regular gas in New Zealand is of a lower octane rating than that available in other parts of the world.

That snazzy gas tank holds 10 litres (2.2 gallons) of fuel which means the bike should cover at least 175 miles of mixed usage before running out. One of the 10 litres is held in reserve.

We didn't need to add oil during the period of our test. Oil is injected into the induction system from 1.4 litre tank which contains a level check window.

Dependability is important too, if you're leaving it to the last minute before scampering off to work. Again, the G7T scores well. It never missed a beat, whether pottering through city-streets or winding it out on the motorway.



100

Cold or warm, the engine fires up first time. After a cold, wet night in the open, all that was required was to turn the handlebar-mounted choke lever, turn on the gas and ignition and kick. Once was enough and after a couple of minutes

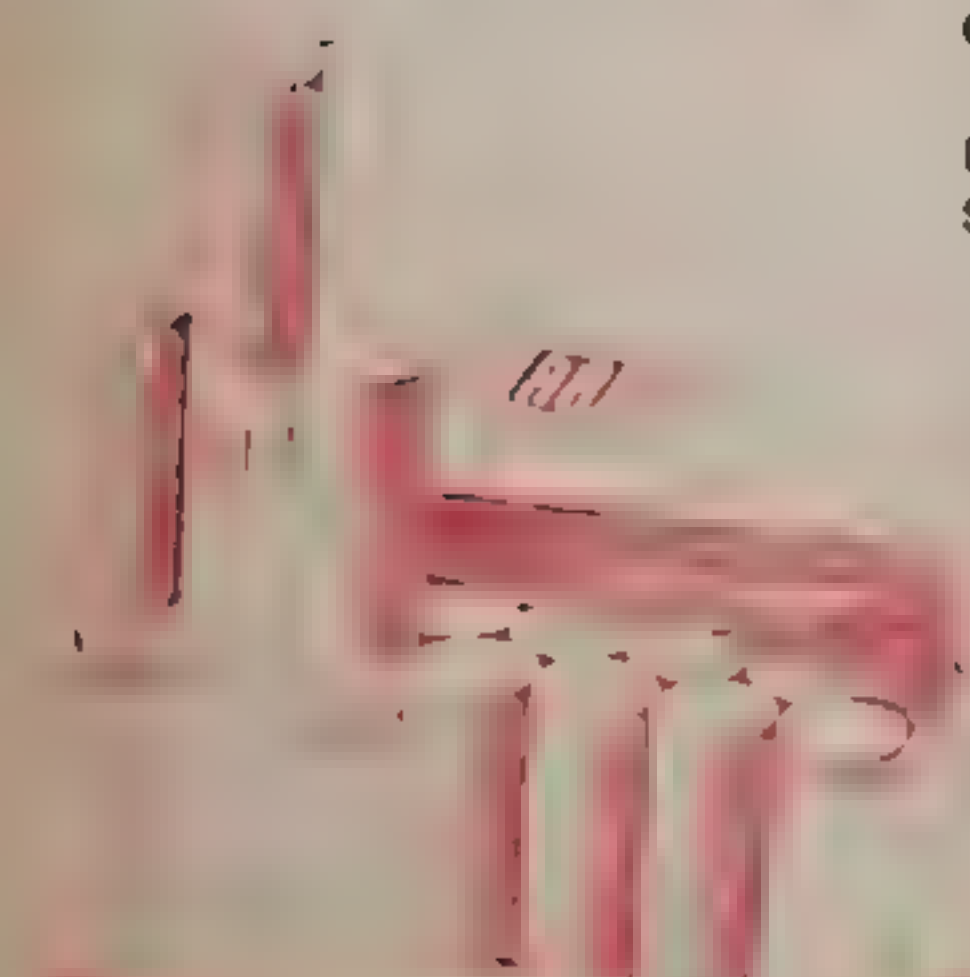
Pall Mall

of the Month

r from Kawasaki



G7T



warming up, the choke could be returned to the fully open position.

The ignition switch is conveniently mounted alongside the speedometer and the choke lever has directions engraved on it to prevent possible confusion as to whether it is on or off.

Once moving, the bike quickly settles into its routine. Riding position is good and the big dual seat is comfortable but the rear of the gas tank could merge better with the seat. The corners tended to irritate the rider's thighs.

FIVE SPEEDS

Selecting neutral is no problem, even from cold, because it's located at the very bottom of the gear lever movement. From there, it's five gears up. A bit of clutch slip is required when starting off because the two-stroke motor is the type that thrives on revs. It's quite a jump to second ratio, too, so that you tend to wring its neck in first if you want a quick getaway. There's about a 20 km/h maximum increase in speeds through the gears, starting with 35 km/h in first but as momentum builds up the ratios feel closer.

The motor itself is a rotary disc valve, two-stroke single cylinder unit

which displaces 99cc. The piston travels 51.8mm within a cast iron cylinder which has a bore diameter of 49.5mm. It has an alloy cylinder head.

The 19mm Mikuni carburettor is mounted behind the right hand side cover and breathes through a polyurethane air filter which occupies the space behind the cylinder where a carb is sited on a more

conventionally arranged system. Kawasaki have had great success with their disc valve carburetion. The G7T is their only street model currently retaining the system, although their 100, 125, 175 and 350cc trail bikes are similarly equipped. The Yamaha YB 100 and the Suzuki A80 and A100 models also have rotary disc valve induction while the Honda, of course,

has the familiar four-stroke, overhead cam engine.

Ignition of the G7T is by magneto and contact breaker points.

The performance is quite remarkable for a machine of such small capacity. It would be quite in order to call it the 'Jeckyll and Hyde' of the commuter crowd. We didn't record any acceleration times but it was certainly brisk. And it was topped off by a maximum attainable speed (by an 11½ stone rider) of just over 105 km/h (about 65 mph). This was achieved in calm, dry conditions, with the rider in normal riding position.

We're not willing to give an estimated flat out speed and the idea of laying full stretch on the seat and tank on what is basically a town bike, simply to obtain a maximum indicated speed doesn't really appeal to us.

The factory quotes a maximum power output of 11.5 hp at 8000 rpm, with a maximum torque of 1.07 kg/m at 7000 rpm. Both power and torque are greater than those of the Yamaha, Suzuki and Honda equivalents but they are delivered correspondingly higher up the scale of revs. Nevertheless, the G7T was found to be perfectly acceptable in slow, uphill traffic around Wellington, despite its small capacity, and performed its duties with a minimum of clutch slip.

Gear lever movement is slight and movement on the test bike was smooth apart from the shift from fourth to top, which was stubborn enough to result in a couple of missed shifts. From the feel of the clutch compared to that of another G7T, we would say

cont. on Pg 15



Clean, racy lines of a sporty commuter.

FILTER

NATIONAL TRIALS CHAMPS

Grinter Wins At Dunedin

Hamilton's Peter Grinter (Ossa) drew alongside national trials championship leader Greg Power (Yamaha, Wellington) in the points table after an exciting fourth round in Dunedin. With two rounds remaining, Grinter staved off Power to win the fourth round by just eight points over the two days of the trial.

Having his first national outing on his new TY 175 Yamaha, Christchurch's Bruce Mitchell came third, with Wellington's Neil Harris a stone throw away in fourth.

Dunedin organisers excelled themselves with a great range of testing observed sections which fully extended the fifty

Below: Reigning co-champion with Greg Power, Christchurch's Bruce Mitchell made his first national appearance on his TY 175.

competitors.

Last year the bias was towards the mud-on-the-hill type for the first day. Two features caused this — wet weather and the chosen trials property itself.

There was no such mistake this year. A great proportion of the sections, though, wound through trees on muddy banks where wheel grip and the 'nth' degree of delicacy in

throttle control yielded good results for the most skilful.

As a nice contrast, a rocky stream bed contained the remainder of the day's sections.

Two observed sections in particular caused the most havoc in the rider's score sheets.

The first was just a plain uphill blast to a small

Round 4



Above: Relative newcomer Paul Swift (Suzuki RL 250) - fifth at Dunedin.

plateau then an adverse cambered approach to a small log at the apex of the climb. This was tricky enough for the first comers when the grass afforded some stability. But the dampness of the overhanging trees generated a sticky muddy base on which gravity took its toll.

The section was altered after the second round to make it a little easier but even so almost forty of the fifty riders scored maximum points here.

Best rides were from Grinter and Harris, losing ten and eleven points respectively, followed by Power and Mitchell with John Shand, having his best ride for some time, also doing well.

Most riders found that a great deal of nerve and power in equal qualities, was needed to get to the crest of the hill and that darned little log often was the final straw.

The other knotty section was full of ups and downs. Riders facial expressions on these descents, whilst entertaining to the onlookers, are also an accurate guide to the abruptness of the gradient. Using this yardstick this section was very steep!

As if to make sure that there would be no complaints of "easy" observed sections, the organisers had thoughtfully provided a chunky log at the final climb to the exit.

Grinter was outstanding here losing only six points. The only other group to make any sort of showinn were Messrs Harris, Mitchell, Power and Paul Swift (Suzuki), some ten points away.

For the rest it was sheer purgatory and entertainment for the spectators. Many competitors did not get as far as being able to put their front wheel over the exit log all day.

The second day, in quarry surroundings had a whole group of magnificent rocky uphill sections — loose, angular rocks that rolled away from skittering wheels.

There were a few muddy

ones, too — clay this time, to add to the lessons of the previous day.

Straight away Grinter squandered a "five" on his very first section when he rode outside the boundary flags. However, this was one of the very few mistakes he made all day.

Power rode in his usual exuberant style, scattering spectators, observers and other riders when he unexpectedly came across them. But he did not possess his usual finesse which might have won the day — and the trial.

Mitchell showed what a 175 Yamaha could do, rode exceptionally well in most sections but blotted his copy book noticeably in the muddiest section of the day which had a clay bank as an exit.

The classical observed section in the quarry itself was a straight climb over loose rocks for about fifty yards then an 'S' bend round a rock pinnacle leading to a goat track to the exit. Powerful riding was needed to surmount the moving rocks and then precision riding to track the bike around the rock turn without falling over the side.

This section wasn't everyone's cup of tea. Power and Grinter shone here, losing only one and two points respectively. Mitchell and Swift were next best half a dozen points away while Harris lost a disastrous fifteen points.

Ken Hosking (Ossa) and Bob Cooke (Suzuki), surprising agility on the rocks and hoisted themselves to the leaderboard close to Kerry Miles (Suzuki) John Shand and Malcolm McGibbon (Suzuki) who were also having good rides.

At the prizegiving after the trial it was found that only three points for the day separated the top three placegetters.

RESULTS:

P. Grinter (Ossa), 40, 39 = 79 points, lost 1; G. Power (Yamaha), 47, 40, lost 2; B. Mitchell (Yamaha), 68, 41, lost 3; N. Harris (Ossa), 66, 58, lost 4; P. Swift (Suzuki) 81, 65, lost 5; K. Miles (Suzuki) 120, 81, lost 6; J. Shand, (Ossa) 127, 116, lost 7; M. McGibbon (Suzuki) 157, 116, lost 8; K. Hosking (Ossa), 192, 98, lost 9; R. Cooke (Suzuki), 173, 122, lost 10

Left: Peter Grinter (Ossa 250) comes around a sharp turn on his way to victory.

Ginger Molloy



a Motorcycle News pin up

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OF BULLETS AND HONDAS

by Jon Addison

I'm the first to admit it - motorbikes aren't everyone's piece of pavlova. You get wet and cold, and insects in your teeth. And they are 12 times more dangerous than cars (official).

But petrol is \$1 a gallon, there are 15 sets of traffic lights on the way to work, and a competition among traffic officers to see who could stick the most parking tickets on my car in one day finally convinced me. If Steve McQueen could do it, so could I! That left only the choice of machine.

Now, a man's last two-wheeler was a '56 Royal Enfield Bullet. It never quite lived up to its name,

"Who, me?"

And it seemed that more oil always dripped out of it than you ever put in. I wish I still had that bike. I'm sure it held the answer to the oil crisis.

Finding a successor wasn't easy. There are well over 100 different motorbikes on the market today, from Italy, Japan, Britain, the United States, Russia, Czechoslovakia — the list is endless. For a start I

And it's 12 times more dangerous than travelling by car.

You become painfully aware of that. A run up to the corner dairy becomes a lesson in survival. Car drivers seem to have an instinctive enmity towards motorcyclists. They come at you from all angles. Pulling blindly out of drive-ways and sidestreets, changing lanes in front of you without warning, driving three inches from your tail-light. Perhaps they resent the way you burble up between the rows

Jon Addison is a journalist with the Auckland Star newspaper. His usual beat is motoring reporting on four wheels. He recently succumbed to two wheels as a means of transport because of nostalgia and economics.

which looked and sounded like 1000 mph. But to this day my right leg is more muscular than my left from trying to kick it into life. It had one of those low-revving single cylinder engines which fired once in Mt Albert, once at the top of the Kingsland Hill and once in Symonds St. Then you switched off and the engine would run-on long enough to get you into town. Brakes? Go through all the motions of a panic stop and all it would do is pause slightly and say

ruled out those little two-strokes. I'm 6ft 1in and weigh 15-stone. On a little bike I look silly. I feel even sillier.

So I started at the top. A Kawasaki 900 cafe racer; plastic guards, fairings, glass tanks, racing seat, megaphone exhausts, tweaked engine... \$3500! I started working down. Eventually a Honda 500 four-cylinder showed up, second hand. Very second hand. It had been crashed and required a lot of coercion with hydraulic jacks and chains to get it road-worthy. The price was right.

Now by modern standards the Honda isn't a fast bike. But by Royal Enfield Bullet standards it's phenomenal. Like stepping out of a Model A Ford into a Ferrari. Talking about performance is a bit anti-social. Let's just say that on the motorway it can exceed the speed limit with ease in second gear. It has five. Despite four gigantic carburettors it gets better than 40 miles to the gallon.

Brakes? Squeeze the front brake too hard and you can find yourself running along the road in front of the bike!

There are other differences. Like an electric starter and blinkers. And four exhaust pipes (at close to \$40 each) instead of only one to get smashed up when you fall off.

Otherwise it's the same old story. You get insects in the teeth. And despite boots, leggings, jacket, gloves, and helmet you still sometimes get a bit damp.

of them waiting at traffic lights. It's quite legal as long as you stay in a lane and there's almost always room. Maybe they don't like you jumping half a block on them when the lights change to green and clearing the next set before they turn red.

Whatever it is, they give you a hard time. It's pointless, because you're a mile ahead of them before they can even think about springing their second attack. But they will still try to prove their divine right to the piece of road you are on. It's worst on motorways where you soon learn that cars travelling at 50 mph create a certain amount of turbulence. It tries to rip the clothes off your back and buffets the bike all over the road.

But when the cars leave you alone you have a lot of fun on a bike. There's a responsiveness in the controls that has disappeared in the modern "slushomatic" and a sense of freedom and excitement that only the very best of thoroughbred four-wheelers can approach.

Meanwhile you soon start to make an enemy of your local service station, which can see its profits remaining in your tank. And there's always a parking place big enough for a bike.

I figure that the savings in petrol and parking tickets will pay for the Honda in about three and a half years.

And accident compensation these days is pretty generous.

OLSEN'S WORLD SPEEDWAY TITLE



12, 4; P.Collins (England), 10, 5; M.Simmons (England), 10, 6; P.Crump (Australia), 10, 7; V. Trofimov (USSR), 8, 8; T.Jansson (Sweden), 7, 9; Persson (Sweden), 5, 10.

BRIGGS, MAUGER, THROUGH TO LONG TRACK FINALS.

New Zealanders Barry Briggs and Ivan Mauger qualified for the finals of the World Long track cham-

pionships after the semi final at Marianski Lazne, Czechoslovakia. Peter Collins, of Britain, also qualified for the final, which was due to take place in Yugoslavia on September 14.

AUSTRALIA WINS SPEEDWAY CONTEST.

In a four-nation speedway contest held in Landshut, West Germany, recently, Australia defeated Scotland, West Germany and Denmark. Top scorer was Australian Phil Crump with 12 points, while the fastest lap time over the new 392 - metre track was put up by Gary Middleton at 75.57 kph. Results: Australia 35; Scotland 34; West Germany 15; Denmark 11.

Danish ace Ole Olsen won the World Speedway championship for the second time at Wembley, England, on September 6. And he did it decisively, earning a maximum of 15 points by winning each of his five heats.

The reigning champion Sweden's Anders Michanek dropped two points to Olsen in his opening race, but won his remaining heats to finish second.

New Zealand's Ivan Mauger, chasing his fifth world championship title, was beaten in a run-off for third by Britain's John Louis. Mauger was beaten by Olsen and Michanek in his first heat and is believed to have gone down to Louis in

his second heat. Louis is believed to have been riding a four-valve Weslake powered machine.

But if the New Zealander felt somewhat disappointed in the result, the estimated 85,000 partisan spectators were delighted with Louis' performance. It was the first time for 13 years that an Englishman had made the top three.

Mauger, 35, was favourite to take the title but he could

not strike the necessary form, despite undergoing a weight reducing programme and receiving the moral support of his elder brother Trevor, who flew from Christchurch to watch his first world final.

NZMCN speedway columnist Ronnie Moore will be back in the next issue with more information on the World Final.

Results of the 1975 World Speedway Championship: O.Olsen (Denmark), 15 points, 1; A.Michanek (Sweden), 13, 2; J.Louis (England), 12, 3; I.Mauger (NZ),



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sports commentary

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H2 MODS PERMITTED FOR PROD. RACING

Certain modifications to
piston port openings on
Kawasaki H2 and H2A mod-
els produced prior to mid-
1974 are now permitted for
production machine racing.

Material can be removed
from the top of the piston
port openings corresponding
to the transfer ports, provid-
ing that the distance from the
top of the cutaway to the
crown of the piston meas-
ured at the diameter, does
not measure less than 46.5
mm.

This NZACU ruling comes
about because the replace-
ment pistons being supplied
by the manufacturer for the
H2B models, produced after-
mid-1974, carry the same
part number prefixes as
earlier model pistons and
will be the only ones avail-
able.

Subsequent redesign of
H2B models resulted in a
different cutaway size.
Alterations to the cutaways
of H2B models will not be
permitted. The distance
from the top of the cutaway
to the crown of the piston,
measured at the diameter,
must not measure less than
55mm.

"NO" TO TWIN DISCS

The NZACU has ruled that
front wheel twin disc brake
options will not be permitted
in production machine rac-
ing unless more than 20
machines have been sold
fitted with twin discs or
unless all machines are
being supplied in such trim.
**APPOINTMENT OF SCRUT-
INEERS**

In order to ensure a rea-
sonable standard of consist-
ency of machine examination
in all districts, the NZACU
has outlined a procedure for
the appointment of scruti-
neers.

Under the procedure,
district scrutineers will be
nominated by district
stewards and approved by the
NZACU Executive, and
assistant scrutineers, to be
supervised by the district
scrutineer, will be appointed
by individual clubs.

John Woodley, like he's never been
seen before. Another product from
the imaginative mind of NZMCN
cameraman, Craig Bates

It will be the district
scrutineer's job to appoint
scrutineers for all meetings
although he himself should
attend all championship or
major meetings whenever
possible.



TAX ON PRIZE MONEY

Clubs are reminded in a
circular by the NZACU that
prize money won by over-
seas competitors in New
Zealand is subject to a 20%
tax rate. Responsibility for
the deduction of tax and
payment to the Inland
Revenue Department is in
the hands of those who are
paying out the prize money.
N v S MX CHANGES?

The 1976 North-versus
South moto cross meeting,
planned for April 10/11, will
be the 25th Jubilee of the
event - and if the North's
selector, Des Irving, has his
way it could be the last to
be run in its present format.

Des feels the event has
become overshadowed by the
Pall Mall series and needs
revitalising. "I'd like to see
it develop into a three-way
battle, with teams represent-
ing the North, the South and
Central New Zealand. There
would be three selectors,
each of whom would be
fully in touch with the
abilities of the riders in his
area. Racing would still be
according to capacity but
there would be bigger fields.

around the 72 sec mark
with the fastest at 71.1 per lap.

The meeting was a time
for trying new bikes and
ideas. Martyn Bayliss
appeared on a 500 Suzuki
modified with a 360° crank-
shaft, to produce a "Twingle"
It vibrated badly at the top
end but produced tremendous
torque low down.

Another machine was the
Turner brothers Triumph,
which was sidelined by a
blown head gasket before it
could show its potential.

RESULTS: All races 5 laps.

RACE 1: Scratch: D.Muller, 250
Honda CR.1; R.Ashley, 500
Suzuki, 2; M. Bayliss, 500
Suzuki, 3; **RACE 2:** Handicap;
Muller, 1; F.Cardon, 500 ESO
Special 2; Ashley, 3; **RACE 3:**
Handicap; Muller 1; T.Cuttings,
500 Suzuki, 2; Bayliss, 3;
RACE 4: Ashley, 1; C.Wiseman,
500 Manx Norton, 2; Bayliss,
250 Honda, 3; **RACE 5:** Scratch;
Ashley, 1; Bayliss, 2; P.Clarkson,
500 Kawasaki, 3.

NORTH SHORE TRIAL

North Shore Club's Open
Trial held at Redvale 31.8.75;
R.Stables, 250 Yamaha, 56 marks
lost, 1; S.Marshall, 325 Bultaco,
62, 2; B.Smith, 175 Yamaha,
94, 3; G.Ace, 250 Ossa, 99, 4;



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that the test model required slight adjustment in that area.

The test bike had completed 1300 miles when we rode it. Another simple

adjustment that was required was steering head bearings. The bike had shown its willingness to be thrown around like a road racer with no ill effects but at times the steering had

been unresponsive for a machine of its size. This was particularly evident after having ridden the bike two-up and then riding solo. However, checking the head bearings revealed the problem — they were so tight that there was no free movement of the front end at all when it was jacked up from the ground.

GOOD MANNERS

Apart from the tightness in the steering, the road manners of the G7T could not be faulted. It feels tight on winding roads and the suspension is stiff enough to make the most of good roads without jarring the rider's or pillion passenger's back bone. The rear spring rates are three-way adjustable for load. We found the middle setting an excellent compromise for overall use.

Braking is well up to performance, with a 130mm single leading shoe at the front and a 110mm at the rear providing the necessary slow down power. The front brake could perhaps do with a little more bite as quite a hefty pull was required to

fully utilise its capabilities. The lighting, unfortunately, does not match performance. The six-volt system works off a 6 amp/hour battery with a 25 watt bulb in the headlamp which just doesn't provide enough illumination for open road riding at more than 30 mph. In unlit areas, oncoming traffic simply drowns out the G7T's feeble beam. The rear light is effective enough without being gaudy.

One unusual point about the electrical system is the charge rate switch which can be found behind the left hand side cover. This regulator can be used to prevent the battery being overcharged when the bike is subjected to constant 'rapping'.

Other features which will have wide appeal are the pleasantly muted exhaust note; the fully enclosed chaincase (which can be easily modified into a simple chrome chain guard); trip meter and a host of 'extras' which no longer seem to be extra.

To our minds it could do with a carrier of some sort and a better headlight

but these are common gripes. At a time when motor cycle prices are in a turmoil it would be meaningless to compare the price of a new G7T with its competitors. What we can say, however, is that the price was \$669 at the time of writing and was expected to rise to \$699 in mid September. From there on it's anyone's guess but if you're interested you may still be able to find the odd example around at even \$639.

Specifications: Engine: single cylinder, rotary valve two-stroke. Displacement: 99cc (6.04 cu. in). Bore and stroke: 49.5 x 51.8mm (1.95 x 2.04 in). Compression ratio: 7.1. Maximum horsepower (claimed): 11.5 hp at 8000 rpm. Maximum torque (claimed): 1.07 kg/m at 7000 rpm (7.7 ft/lb). Ignition: magneto. Lubrication: Superlube oil injection. Transmission: five speed, constant mesh, N-1-2-3-4-5. Frame: tubular double cradle. Overall length: 1870mm. Width: 800mm. Height: 1030mm. Wheelbase: 1225mm Ground clearance: 160mm Dry weight: 89kg (196 lbs). Fuel tank capacity: 10 litres (2.2 gals). Oil tank capacity: 1.4 litres. Tyres: front 2.50 x 18; rear, 2.75 x 18; Yokohama. Brakes: front, 130mm s/s drum; rear, 110mm s/s drum. Price as tested: \$669. Test bike supplied by: Hutt Motor Cycle Centre, Victoria St; Lower Hutt.

CLASSIFIEDS

FOR SALE

YAMAHA TD2 250 Road Racer. Immaculate condition completely rebuilt. Fast and capable of good placings. Good spares. Must sell \$1050 o.n.o. Contact Terry Carkeek, 3 Caldwell Road, Woodbourne, or phone Blm 89089 ext 659 workings hours.

FOR SALE

1929 BSA unrestored, but almost complete \$300. Also unit construction Triumph engine gearbox 5TA. Has had complete overhaul. Will strip to genuine buyer \$200.. Reply Ray Johnston, 201 Selwyn Street, Timaru. Phone 81653.

FOR SALE

Yamaha TA 125cc Road Racer. Has just been rebuilt for this season. New barrells etc. \$150 worth. The whole bike is in good condition. I would like about \$1275. I'm going overseas, so write or phone. Dennis Honore 7 Cathem Street, Berhampore, Wellington.

FOR SALE

Yamaha YZ250B cantilever. Excellent condition, \$1400. Phone 894874 Wellington.

WANTED

Motor wanted for Manx Norton. B31, mag ignition Norton Dominator, Phone 46433, after hours, 47505 32035 work, Dunedin collect.

WANTED

Mechanic, to work in small Lower Hutt business, in all aspects of motor cycle work. Must be able to work without supervision. Wage according to experience. Phone Mr Young, 661487 Wellington.

WRECKING

Following bikes:- Suzuki 380 125 twin 50" TS 250. Yamaha Rd R5 L2G, 2T2. Honda SL 250, CB100 90 Triumph new pistons Trident 3Ta A/Hrs 63462

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